NOTICE OF PREPARATION AND SCOPING

Date: September 22, 2003

Project Title: Long Beach Airport Terminal Area Improvements

Project Proponent/Lead Agency: City of Long Beach

The City of Long Beach ("City") has determined that it will, acting as a Responsible Agency, prepare an Environmental Impact Report (EIR) for development of terminal improvements at Long Beach Airport ("LGB") (the "project" or the "proposed project"). The proposed project is described more specifically below.

An initial study has been prepared and is attached to this notice. The City is the lead agency for the project and will prepare the EIR under the terms and requirements of the California Environmental Quality Act (CEQA) and the implementing "guidelines" ("Guidelines").

The purpose of this notice is: (1) to serve as the Notice of Preparation to potential "Responsible Agencies" required by section 15082 of the CEQA Guidelines; and (2) to advise and solicit comments and suggestions regarding the preparation of the EIR, environmental issues to be addressed in the EIR, and any related issues, from interested parties other than potential "Responsible Agencies," including interested or affected members of the public. The City requests that any potential Responsible or Trustee Agency responding to this notice respond in a manner consistent with Guidelines section 15082(b).

Pursuant to CEQA section 21080.4, Responsible Agencies must submit any comments in response to this notice not later than 30 days after receipt. The City will accept comments from others regarding this notice through the close of business, October 22, 2003.

ALL COMMENTS OR OTHER RESPONSES TO THIS NOTICE SHOULD BE SUBMITTED IN WRITING TO:

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

IN ADDITION, the City will accept responses to this notice by e-mail received through the close of business, October 23, 2003, if the comments: (1) contain less than 500 words; **and** (2) the e-mail comments do not contain any attachments. Any comments or responses to this notice containing more than 500 words, or which are accompanied by **any** attachments, must be delivered in writing to the address specified above, or they will not be considered as a valid response to this notice.

E-mail responses to this notice may be sent to: **airporteir@longbeach.gov** The web site contains directions on how to leave the e-mail response.

Public Scoping meetings for the Airport Terminal Improvement Project will be held on October 11 and 16, 2003. The meetings will be held in the Energy Department Auditorium, located at 2400 Spring Street, Long Beach. The meeting on Saturday, October 11 will be held from 10:00 a.m. to 1:00 p.m. The Thursday, October 16 meeting will be held from 6:00 p.m. to 9:00 p.m. The purpose of the scoping meetings is to obtain input from the public on the issues

to be addressed in the Environmental Impact Report. The technical studies have not been completed; therefore, no technical data will be available for distribution at the meeting. A brief presentation on the project will be provided at the beginning of the meeting. After which the representatives of the consultant team will be available to listen to concerns of the community. There will also be the opportunity to provide formal comments at the meeting either in writing or to a stenographer, who will prepare a transcript of the meeting.

Glossary[1] and Acronym List

GLOSSARY

Air Carrier – A scheduled carrier, certificated under FAR Parts 121, 125, or 135, operating aircraft having a certificated maximum takeoff weight of seventy-five thousand (75,000) pounds or more, transporting passengers or cargo.

California Noise Standards – The Noise Standards for California Airports, as set forth in 21 California Code of Regulations, Section 5000, et seq. Unless otherwise stated, the terms used in this Chapter shall have the same meanings as set forth in the Noise Standards.

Charter operation – A revenue producing takeoff or landing, operated by a person or entity that is neither an Air Carrier nor a Commuter Carrier, using an aircraft having a certificated maximum takeoff weight of seventy-five thousand pounds or more and transporting passengers or cargo.

Commuter and commuter carrier – A scheduled carrier, certificated under FAR Part 121 or 135, operating aircraft having a certificated maximum takeoff weight less than seventy-five thousand pounds and transporting passengers or cargo.

Flight – One arrival and one departure by an aircraft.

Freight – Goods to be sent as air cargo.

General aviation – Aviation activity other than operations by Air Carriers, Commuter Carriers, Industrial operators, Charter operators, and public aircraft.

Industrial Operation – One takeoff or one landing of an aircraft over seventy-five thousand pounds maximum certificated gross takeoff weight for purposes of production, testing, remanufacturing, or delivery by or under the control of a manufacturer based at the Long Beach Airport. This definition does not include flights into or out of Long Beach for purposes of maintenance, retrofit, or repair.

Operation – A takeoff or a landing of an aircraft at the Long Beach Airport.

ACRONYM LIST

ANCA	Airport Noise and Capacity Act
ANOMS	Airport Noise and Operations Monitoring System
ATSA	Aviation and Transportation Security Act
BMPs	Best Management Practices
CEQA	California Environmental Quality Act
CDMG	California Division of Mines and Geology
CNEL	Community Noise Equivalent Level
EDS	Explosives Detection System
EIR	Environmental Impact Report
ETD	Explosives Trace Detection

[1] Definitions, with the exception of freight, are from the adopted Noise Ordinance – Chapter 16.43 of the Municipal Code

FAA	Federal Aviation Administration
GANC	General Aviation Noise Committee
LGB	Long Beach Airport
MAP	Million Annual Passengers
ND	Negative Declaration
NPDES	National Pollutant Discharge Elimination System
RON	Remaining Overnight
SEIR	Supplemental Environmental Impact Report
SENEL	Single Event Noise Exposure Limits
TSA	Transportation Security Administration

1.0 Project Location

The project would be implemented at Long Beach Airport (LGB) in the City of Long Beach, Los Angeles County. LGB is located on approximately 1,166 acres in central Long Beach. The street address for the airport is 4100 East Donald Douglas Drive, Long Beach, California. Aviation activities are located just north of Interstate-405 (I-405) and generally bound by Cherry Avenue to the west, City of Lakewood and the future Boeing PacificCenter project to the north, and Lakewood Boulevard to the east. A regional vicinity map and a site location map are provided as Exhibits 1 and 2, respectively.

2.0 Project Setting

2.1 Physical Setting

Presently, LGB covers 1,166 acres and has five runways, the longest being 10,000 feet. The airport serves commercial carriers, general aviation, and air cargo. The area surrounding the airport is generally urban in character. The layout of the existing facilities in the terminal area is provided in Exhibit 3.

Surrounding uses include existing Boeing property and industrial uses in City of Lakewood to the north. A reuse plan has been submitted to the City for a portion of the Boeing property. That plan, known as the Boeing PacifiCenter, would be a 260-acre mixed-use development. The Skylinks Golf Course and the Airport Business Park are located to the east, and industrial and commercial uses to the south and west. I-405 and several arterials surround the airport; however, public access to the terminal area is gained only from Lakewood Boulevard on the east side of the airport.

In 1941, the existing airport terminal was built to serve commercial carrier passengers. In 1984, a new concourse area and pre-boarding lounge were constructed immediately south of the existing terminal building. The 1984 improvements provided capacity for the City's 15 daily flights, better accessibility for patrons with disabilities, improved mobility in the passenger screening process, and improved ticketing and check-in processing of airport users.

Between August 2001 and 2003, the number of passengers has increased from 600,000 annual passengers to almost 3,000,000 annual passengers. The facilities were not adequate to accommodate this level of increased number of passengers. To help accommodate the growth, the Airport constructed two temporary holdrooms, temporary remote parking, and a new baggage claim area.

Transportation Security Administration (TSA) started operations at LGB in October 2002 with the screening of passengers. On January 1, 2003, TSA initiated the screening of baggage at the airport. They currently have 134 employees working at the airport screening luggage and passengers. They currently have 10 Explosives Trace Detection (ETD) machines at the airport for screening luggage and six stations for screening passengers.

2.2 Regulatory Setting

In 1981, the City of Long Beach adopted a noise control ordinance that limited the number of air carrier flights to 15 per day and required the use of quieter aircraft. The purpose of the ordinance was to reduce the “cumulative” noise generated by the airport. The ordinance was challenged by the commercial airlines in federal court. Following an injunction by the court, the City formed a task force and prepared an Airport Noise Compatibility Program, pursuant to

Regional Location

Exhibit 1

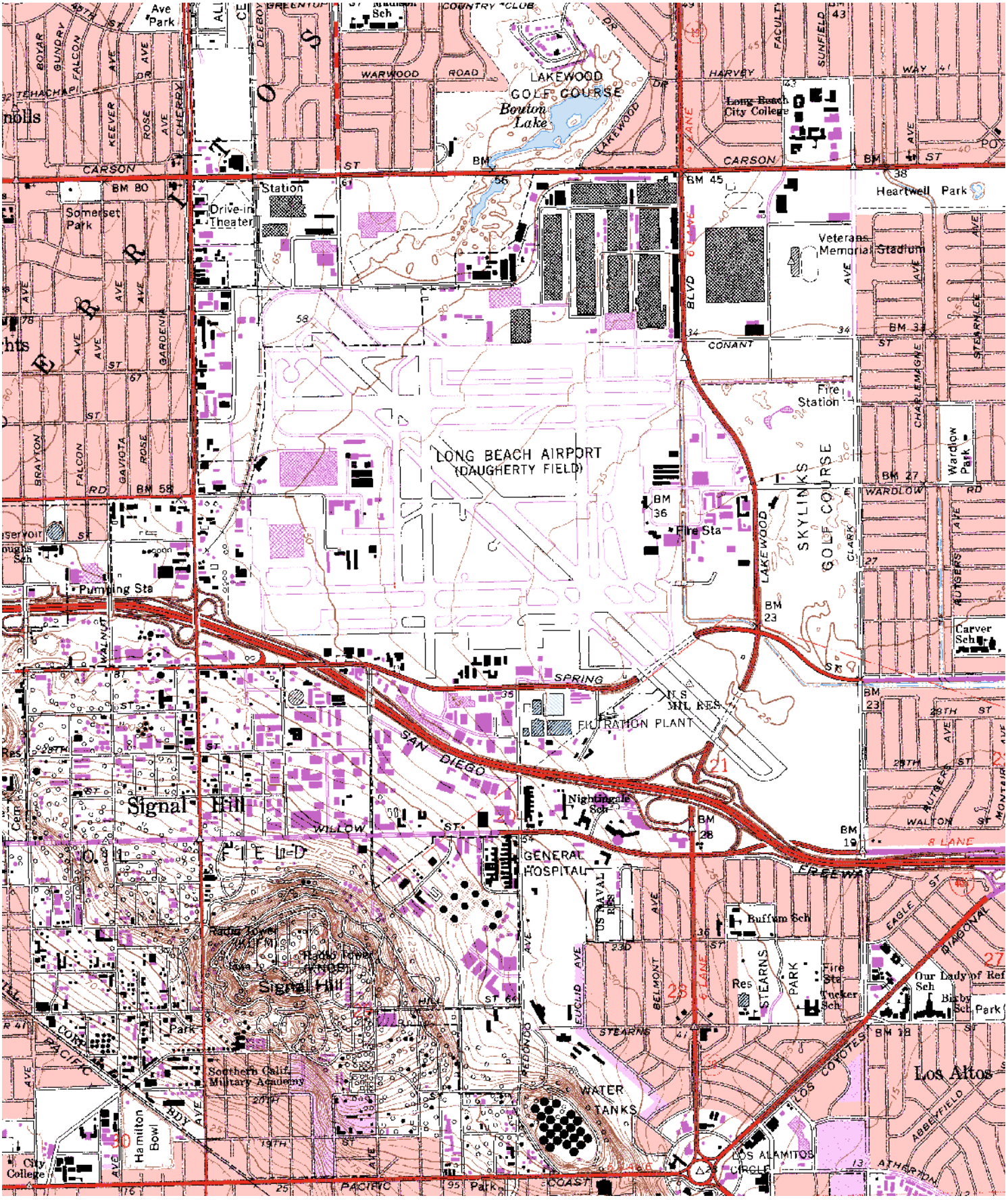
Long Beach Airport Terminal Improvements Project

N W E S

10 5 0 10 Miles

BonTerra CONSULTING

S:/GIS_Exhibits/LBJ001_RL_082103.pdf



Source: USGS 7.5 Minute Long Beach Quadrangle, 1964

Local Vicinity

Exhibit 2

Long Beach Airport Terminal Improvements Project

1000 0 1000 2000 Feet

BonTerra CONSULTING

S:/GIS_Exhibits/LBJ001_LV_082503.pdf

Source: City of Long Beach

Existing Terminal Area Facilities

Exhibit 3

Long Beach Airport Terminal Improvements Project

Not to scale

BonTerra CONSULTING

S:/GIS_Exhibits/LBJ001_Term_091603.pdf

Federal Aviation Administration (FAA) regulations. The task force recommended allowing air carrier flights to increase to 41 daily flights provided certain noise limits could be met.

In 1986, the City adopted a second noise ordinance that established noise limits and restricted the number of air carrier operations to 32 flights per day[2]. The federal court rejected this ordinance, finding that the limitation on the number of flights was too restrictive. The federal court ultimately ordered the City to permit a minimum of 41 commercial air carrier flights per day. The City appealed the federal court's order; however, in January 1992, the Ninth Circuit Court of Appeals upheld the trial court's decision.

In an effort to resolve the protracted litigation, the City and the airlines entered into a stipulated settlement agreement. In February 1995, the City of Long Beach City Council certified Negative Declaration (ND-19-94), which analyzed the proposed settlement of long-standing airport noise litigation between the City of Long Beach and a number of air carriers and other users of the Long Beach Municipal Airport titled *Alaska Airlines et al v. City of Long Beach*. Under the settlement, the City Council would adopt a new Airport Noise Compatibility Ordinance (see Section 2.4 for a summary of the settlement provisions). For the period from adoption of the new Ordinance through 2001, no party to the settlement would be allowed to challenge the ordinance, and the City would not be allowed to amend the Ordinance so as to make it more restrictive on aircraft operations. The court approved the settlement and entered a final judgment on June 13, 1995.

As a result of the settlement, the City was permitted to enact Chapter 16.43 of the Municipal Code. Chapter 16.43 permits air carriers to operate a minimum of 41 airline flights per day while commuter carriers are permitted to operate a minimum of 25 flights per day. There are provisions in the ordinance allowing the number of flights to be increased if the air carrier flights and commuter flights operate below their respective Community Noise Equivalent Level (CNEL) limits[3].

In 1990, while the City's appeal to the Ninth Circuit Court of Appeals was pending, Congress passed the *Airport Noise and Capacity Act* (ANCA), which limited an airport operator's right to control Stage 3 aircraft[4]. ANCA's specific objective was to stop local municipalities from imposing new restrictions on aircraft operations without complying with significant procedural requirements and obtaining federal approval. Included within the ANCA legislation is a "grandfather" provision which permits LGB to continue to enforce the flight and noise restriction that are contained in the Noise Compatibility Ordinance (Chapter 16.43). In May 2003, the FAA reaffirmed the "grandfather" status of the Noise Compatibility Ordinance under ANCA.

2.3 Transportation Security Administration

On November 19, 2001, the President of the United States signed into law the Aviation and Transportation Security Act (ATSA) which, among other things, established the new TSA within the Department of Transportation. This Act established a series of challenging but critically important milestones toward achieving a secure air travel system.

The TSA is directly responsible for developing increased air travel security programs. They have developed enhanced screening procedures at airports across the country. For example,

[2] To provide CEQA compliance for the noise ordinance, the City of Long Beach certified the Final Environmental Impact Report (E-45-85/ERR-82-85) for the Airport Noise Compatibility Program FAR Part 150 Study at Long Beach Airport (SCH No. 86012911).

[3] The Noise Compatibility Ordinance can be viewed at the airport web site at www.lgb.org.

[4] A "Stage 3 airplane" means an airplane that has been shown to comply with Stage 3 noise levels prescribed in FAR Part 36, Appendix C.

each passenger must go through two stages of screening known as baggage checkpoints and passenger checkpoints, described below. Some passengers may go through an additional stage of screening, gate screening.

As of January 1, 2003, TSA began screening 100 percent of checked baggage at all 429 commercial airports across the United States. Several methods are being used to screen 100 percent of checked baggage. The most common methods involve electronic screening either by an Explosives Detection System (EDS) or ETD device. The EDS machines are the large machines that can be over 20 feet long and weigh up three tons.

The passenger checkpoint includes three primary steps: (1) all carry-on baggage must be placed on the belt of the X-ray machine; and (2) all passengers must walk through a metal detector. If an alarm is set off, the passenger will undergo a secondary screening; and (3) secondary screening includes a hand-wand inspection in conjunction with a pat-down inspection.

The ultimate goal of the Transportation Security Administration is to create an atmosphere that aligns with the passenger's need to be secure while ensuring freedom of movement for people and commerce. Their mission is to protect our nation's transportation systems – aviation, waterways, rails, highways, and public transit.

2.4 Summary of the Principal Terms of the Existing Settlement Stipulation

The settlement agreement provisions were incorporated into the City's Noise Compatibility Ordinance. The Ordinance is grandfathered under the 1991 federal ANCA. The principal terms of the settlement reached in May 1995 and approved in June 1995 by Federal District Court, include:

1. Minimum flight activity of 41 daily airline flights and 25 daily commuter flights, assumed to be all Stage 3 aircraft;

2. Flight activity limits can only be exceeded if City determines that flights can be added without airlines or commuters exceeding their allocated portion of Community Noise Equivalent Level (CNEL) noise budget based on baseline year of 1989 to 1990;

3. General aviation, charter, and manufacturing operations must stay within their portion of the baseline year CNEL budget;

4. Single Event Noise Exposure Limits (SENEL) at the 18 monitor Airport Noise and Operations Monitoring System (ANOMS) that provide flight tracking capability with a 99 percent current violation identification rate;

5. SENEL limits are more stringent during 6:00 a.m. to 7:00a.m., 10:00 p.m. to 11:00 p.m., and very stringent during 11:00 p.m. to 6:00 a.m.;

6. Limitations on hours of training and run ups, including early curtailment on weekends and holidays, and all but one runway closed during late night hours;

7. General Aviation Noise Committee (GANC) formed to monitor and manage the general aviation noise budget;

8. Noise abatement program with a multi-step violation process that includes notifications, noise abatement plans, administrative penalties and possible criminal prosecution; and

9. Pilot education programs and process created.

3.0 Description of the Proposed Project

3.1 Physical Improvements

The proposed project provides improvements to the existing terminal facilities consistent with the noise budget and flight stipulations set forth in the 1995 Settlement Agreement. In order to provide the decision makers and the public with information useful in considering the policy and environmental ramifications of a possible terminal improvement project, the City intends to prepare a project level EIR to analyze the project. The proposed project includes construction/ alteration to the five areas listed and described below:

- South Holdroom, Security Screening Areas, Concession Area/Restrooms and Baggage Claim Area
- Parking Structures and Parking Lots
- North Holdroom, Security Screening Area, Concession Area/Restrooms and Baggage Claim Area
- Traffic and Pedestrian Circulation
- Air Carrier Ramp Parking

The anticipated improvements are described below in more detail; however, during final design, the precise size and configuration of the proposed improvements may vary to ensure compliance with the applicable fire and building codes and with refinement of planning data. The terminal improvements are being designed to accommodate the 41 airline flights and 25 commuter flights, passengers associated with those flights, and security requirements imposed by TSA. This flight level is anticipated to result in approximately 3.8 million annual passengers (MAP) being served at LGB.

Holdroom, Security Screening Area and Baggage Claim Area Improvements

The improvements to the holdroom, security screening, and baggage claim areas listed below are proposed to accommodate the number of passengers resulting from the minimum number of flights allowed by the City's noise ordinance.

a) The temporary holdrooms would be replaced with a permanent structure or structures totaling approximately 20,000 square feet. This square footage would include required restrooms, seating areas, boarding check in areas, and required aisles needed for general circulation. If it is determined that the new square footage needs to be spilt in to two structures, it is anticipated that approximately 12,000 square feet would be constructed on the southside of the terminal area and 8,000 square feet would be added to the north.

b) The existing security screening of both passengers and baggage would be designed to meet the requirements of the TSA for serving the passengers resulting from the minimum number of flights allowed by the noise ordinance.

   The additional area required is estimated to be approximately 6,000 square feet. If the new holdroom square footage is spilt into two structures, this additionally required square footage for passenger security screening would also be spilt into two areas, with approximately 4,000 square feet added to the south and 2,000 square feet added to the north.

The additional area required for the security screening of baggage is estimated to be between 7,000 and 10,000 square feet. The TSA has requested a structure to house their new explosive detection equipment, which will include an in-line baggage conveyor. An exact location for this structure has not been identified, but it would need to be located between the terminal building and the aircraft parking positions.

c) Expanded concession areas are proposed as an adjunct to the new holdroom areas and in the baggage claim area/public circulation areas to serve the anticipated number of passengers. The concessions would be located potentially both north and south of the Terminal and would be approximately 3,000 and 5,000 square feet, respectively.

d) The proposed baggage claim area to the south of the terminal would be improved to include new bag carousels, necessary public circulation area, a baggage service office with a public counter and baggage storage area, restrooms, and a multi-purpose room designed for media use, security debriefings, etc. It is estimated that three new baggage carousels would be required, each with 210 linear feet for a total of 630 linear feet, providing a total of approximately 380 linear feet on the passenger bag retrieval side of the carousel and 230 linear feet on the airline loading side. The new building square footages for the baggage service office, restrooms, and multi-purpose rooms are estimated to be 825 square feet, 850 square feet, and 300 square feet, respectively.

Office Space for Security, Airport and Airline Support Staff

Office space, to serve the needs of the TSA, the airlines and airport, would be provided. It is currently proposed to construct second stories on the new holdroom areas, which would provide approximately 20,000 square feet of office space. Request for space from the TSA, airlines, and airport administration and security are 30,000, 10,000, and 10,000 square feet, respectively. These numbers will be reviewed and refined during the EIR process.

Parking Structures and Parking Lots

Improvements to the parking structure would include the construction of a new parking structure that would also result in onsite roadway modifications and architectural modifications to the existing parking structure. These modifications would include the following components:

a) A new parking structure designed for an estimated 4,000 spaces would be constructed east of the existing parking structure in the area currently used for surface parking. The precise number of parking spaces would be refined during the design of the structure. The structure's location would require the relocation of the east side of the Donald Douglas Drive loop. With the construction of the parking structure, the airport parking spaces currently leased from Boeing and at Veteran's Stadium would no longer be needed for airport use. Approximately 1,000 parking spaces would be impacted during the construction of the parking structure.

b) Proposed modifications to the existing parking structure would include a new façade to match the new parking structure and complement the architecture of the Terminal Building. The façades of the Terminal Building and parking structures would provide a unified appearance and enhance the aesthetics of the terminal area. Other improvements include replacement of the existing elevator, modifications to the entrances and exits, and, constructed in and/or adjacent to the parking structure, offices for the parking management company and offices and public counters for the car rental agencies along with vehicle preparation and ready return vehicle parking areas.

c) Proposed modifications to surface lots would include modified access points, refencing, restriping, signage, etc.

Traffic and Pedestrian Circulation Improvements

Proposed improvements would include the extension of the south side of the Donald Douglas Drive loop to exit onto Lakewood Boulevard and the addition and/or modifications of signage, lighting and pavement markings to aid in the safe movement of vehicular and pedestrian traffic through the parking structures, lots and Terminal area. Also proposed are additional and/or modified walkways, some of which would be covered canopies, both on the public side of the terminal building, connecting the parking lots to the terminal, and on the airfield side, connecting the holdrooms to the aircraft parking positions.

Air Carrier Ramp Parking

This proposed improvement would consist of the increase in the area of the air carrier ramp, which is needed for the parking of commercial and commuter aircraft resulting from the minimum number of flights allowed by the City's noise ordinance. The proposed improvements would accommodate an additional six aircraft.

This increase would result in the take-back of property currently leased to Million Air and Gulfstream and the displacement of some general aviation parking on the Million Air leasehold and/or aircraft manufacturing facilities on the Gulfstream leasehold. Parking for the displaced aircraft would be provided elsewhere at the airport.

3.2 Project Phasing

The project is designed to serve the current minimum permitted passenger levels at the airport. The phasing of the project would be determined based on availability of funding and service priorities. Design of the improvements would begin following the completion of the EIR. Pending funding, it is anticipated that construction of the improvements would begin approximately one year following completion of the EIR. The construction would be phased to minimize impacts to operations at the airport.

3.3 Project Objectives

The key project objective is to be able to provide airport terminal facilities to serve the permitted number of flights at LGB and the associated number of passengers served on those flights, in full compliance with all applicable fire, building, safety codes and other applicable standards. Associated with that objective is the commitment to compliance with the existing Noise Ordinance adopted for the airport and maintaining the current character of the airport.

4.0 Project Alternatives

The City of Long Beach will also evaluate project alternatives providing various levels of facilities improvements. The level of analysis will vary from a comprehensive evaluation to a "fatal flaw" evaluation, which just discusses why certain alternatives were not carried forward. At a minimum, the EIR will evaluate the following alternatives at a comparable level detail:

- The No Project Alternative – This alternative, as required by CEQA, assumes the existing terminal with the temporary facilities (no change from current conditions);

however, the parking spaces currently leased from Boeing are not assumed to be available because of the temporary nature of the lease agreements.

- Year 2000 Project Alternative – This alternative assumes the removal of the temporary facilities (north and south holdrooms) and utilization of the existing terminal to accommodate passengers. This alternative also assumes that the leased parking would not be available.

- Reduced Facilities Alternative – This alternative will evaluate the potential impacts associated with reducing the size of the proposed facilities, while still serving the same number of passengers. This alternative assumes the elimination of the temporary north and south holdroom to be replaced with a single smaller permanent building. The parking spaces currently leased from Boeing and at Veteran Stadium are not assumed to be available because of the temporary nature of the lease agreements. Similar to the proposed project, air carrier ramp parking would consist of the increase of the air carrier ramp to the north and/or south, which is needed for the parking of commercial and commuter aircraft. As with the proposed project, this would result in the relocation of some general aviation parking or aircraft manufacturing facilities.

5.0 Anticipated Project Approvals

The City of Long Beach is the lead agency for the proposed project. This EIR will serve as the environmental analysis permitting construction of the terminal improvements as previously described. The City would be responsible for the following approvals:

- Cultural Heritage Committee Review
- Certification of the EIR Planning Commission
- Alternative Selection by City Council

Upon selection of the project alternative and preparation of development plans, the project would be subject to Site Plan Review by the Planning Commission for a height variance due to height of the parking structure.

6.0 Anticipated Schedule

The project schedule, as currently envisioned, anticipates a draft EIR to be available for public review in late June 2004. A 45-day public review period will be provided, after which responses to comments received would be prepared. Hearings on the project would be expected to be scheduled in January 2005, with the City Council taking action on the project shortly thereafter.

7.0 Probable Environmental Effects of the Proposed Project

Until the EIR analysis is completed, it is not possible to identify with precision the "probable environmental effects of the proposed project." However, the City has performed an initial study, a copy of which is attached to this notice, to identify the potential adverse environmental effects of the proposed project that the City believes require further and more detailed analysis in the EIR. The City has specifically identified the following specific topics as requiring detailed EIR analysis:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources

- Geology and Soils
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Public Services
- Transportation

Based on the Initial Study, the proposed project would not result in any potentially significant effects with the following areas, and they do not require further analysis in the EIR:

- Agriculture
- Mineral Resources
- Hydrology and Water Quality
- Population and Housing
- Recreation
- Utilities and Service Systems

ENVIRONMENTAL INITIAL STUDY FOR THE LONG BEACH AIRPORT TERMINAL IMPROVEMENTS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS–Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adverse affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURAL RESOURCE–Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY–Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES–Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

ENVIRONMENTAL INITIAL STUDY FOR THE LONG BEACH AIRPORT TERMINAL IMPROVEMENTS (Continued)

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES–Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☒	☐	☐
d) Disturb any human resources, including those interred outside of formal cemeteries?	☐	☒	☐	☐
VI. GEOLOGY AND SOILS–Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issues by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in a substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐

ENVIRONMENTAL INITIAL STUDY FOR THE LONG BEACH AIRPORT TERMINAL IMPROVEMENTS (Continued)

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
VII. HAZARDS AND HAZARDOUS MATERIALS–Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or people residing or working in a project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
VIII. HYDROLOGY AND WATER QUALITY–Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	☐	☐	☐	☒

ENVIRONMENTAL INITIAL STUDY FOR THE LONG BEACH AIRPORT TERMINAL IMPROVEMENTS (Continued)

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff?	☐	☐	☐☒	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
IX. LAND USE AND PLANNING–Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plans, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
X. MINERAL RESOURCES–Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
XI. NOISE–Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

ENVIRONMENTAL INITIAL STUDY FOR THE LONG BEACH AIRPORT TERMINAL IMPROVEMENTS (Continued)

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XII. POPULATION AND HOUSING–Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Parks	☐	☐	☐	☒
Fire Protection?	☐	☐	☒	☐
Police Protection	☐	☐	☒	☐
School?	☐	☐	☐	☒
Other public facilities?	☐	☐	☒	☐
XIV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XV. TRANSPORTATION/TRAFFIC–Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☒	☐	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks?	☒	☐	☐	☐

ENVIRONMENTAL INITIAL STUDY FOR THE LONG BEACH AIRPORT TERMINAL IMPROVEMENTS (Continued)

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
e) Result in inadequate emergency access?	☒	☐	☐	☐
f) Result in inadequate parking capacity?	☒	☐	☐	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☒	☐	☐	☐
XVI. UTILITIES AND SERVICE SYSTEMS–Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
MANDATORY FINDINGS OF SIGNIFICANCE				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

DETERMINATION:
Based upon the evidence in light of the whole record documented in the attached environmental checklist explanation, cited incorporations and attachments, I find that the proposed project:

COULD NOT have a significant effect on the environment, and a negative declaration (ND) will be prepared pursuant to CEQA Guidelines Article 6, 15070 through 15075. ☐

COULD have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures have been added to the project. A negative declaration (ND) will be prepared pursuant to CEQA Guidelines Article 6, 15070 through 15075. ☐

MAY have a significant effect on the environment which has not been analyzed previously. Therefore, an environmental impact report (EIR) is required. ☒

Signature: _____

Printed Name: Angela Reynolds Date: _____

City of Long Beach
Telephone: 562-570-6357

NOTE: All referenced and/or incorporated documents may be reviewed by appointment only, at the City of Long Beach, Planning and Building, 333 W. Ocean Boulevard, Long Beach, California, unless otherwise specified. An appointment can be made by contacting the CEQA Contact Person identified above.

ENVIRONMENTAL ANALYSIS AND EXPLANATION OF CHECKLIST RESPONSES

I. Aesthetics – Would the project:

a) Have a substantial adverse effect on a scenic vista?
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The Project is not located within the viewshed of a designated scenic vista. The area surrounding the site is urbanized and relatively flat. Interstate-405 (I-405) and commercial and industrial development border the airport. Improvements would be limited to the area surrounding the existing terminal and would have minimal affect outside the immediate area. The project would not impact any trees or rock outcroppings. The project is not within viewshed of a state scenic highway. The EIR will not discuss visual impacts associated with these scenic resources.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

The LGB main terminal building was named a City of Long Beach Cultural Heritage Landmark in 1990. The proposed improvements would not directly involve the main terminal building, but would be in the immediate vicinity of the terminal. Additionally, the improvements would be visible from the main terminal building. A project design feature involves providing a complementary architectural façade of the parking structures with the existing terminal building. This would be an enhancement to the aesthetics of the terminal area. Though not a significant impact, the EIR will address the potential visual affects of the project so the decision-makers have a full understanding of the potential change in visual character of the terminal area. There are no sensitive uses, such as residential development, within the project viewshed; therefore, the visual evaluation in the EIR will focus on the changes in the vicinity of the terminal.

d) Create a new source of substantial light or glare, which would adverse affect day or nighttime views in the area?

The project would result in new lighting at the airport including, but not limited to, the lighting surrounding the holdrooms, on pedestrian walkways, the parking structure, and apron areas. The improvements and associated lighting would be limited to the area immediately adjacent to the terminal. This lighting would be adequate for operation, but would not result in an adverse affect on day or night views in the area because lighting would be required to comply with FAA rules and regulations pertaining to minimizing glare and shielding lighting from pilots. As a result, there would be minimal spillover lighting to offsite uses. The terminal area is set back from other uses off the airport and is not directly visible from view sensitive uses, such as residential development. The closest existing residential development to the terminal area is approximately 3,300 feet away and is separated by commercial uses and the Skylinks Golf Course. There are no sensitive uses in proximity to the proposed improvements that would be affected by lighting associated with the project. No further discussion of lighting impacts will be discussed in the EIR.

II. Agriculture Resources – Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

The proposed project would not result in any impacts to farmlands listed as "Prime," "Unique," or of "Statewide Importance" based on the 1998 Los Angeles County Important Farmland Map prepared by the Department of Conservation. The study area is generally designated as "Urban and Built-Up Land." No farmland exists in proximity to the project. No part of the project site or adjacent areas are subject to the Williamson Act. The project would not result in pressures to convert farmlands to other uses. The EIR will not address agricultural impacts.

III. Air Quality – Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?
d) Expose sensitive receptors to substantial pollutant concentrations?

The proposed project would result in the construction of terminal area improvements. These activities may result in emissions that exceed the standards established by the South Coast Air Quality Management District. To fully address the potential impacts, the EIR will:

- Determine existing ambient air quality in the vicinity of the Airport
- Quantify existing emissions at the Airport
- Predict future emissions and ambient air quality concentrations with the project and its alternatives, and the associated air quality impacts regionally and in the vicinity of the Airport
- Determine consistency of the project with applicable air quality plans and policies
- Propose mitigation measures to reduce the potential impacts associated with the project, if necessary

e) Create objectionable odors affecting a substantial number of people?

The project proposes the construction of terminal area improvements that would serve passengers at the airport. The project would not create objectionable odors because it would not change the operations or function of the facilities in the terminal area. The project is designed to serve permitted passengers. No new uses would be introduced to the area.

IV. Biological Resources – Would the project:

a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?

The proposed airport improvements would be constructed on a portion of the airport that is currently developed/paved to support airport-associated activities. The project would not be expected to have any direct impact on biological resources because it would not result in the removal of any sensitive habitat or impact any sensitive species. The project would not change the number of operations or operational procedures at the airport; therefore, the project would not result in substantial interference with the movement of wildlife or migration of birds. However, the EIR will address the potential indirect impacts on biological resources on the airport and surrounding environs. The analysis will utilize existing documentation, updated with a field reconnaissance.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?

The project would not result in the removal of any resources that would be protected by a local ordinance or policy. As previously indicated, the locations where improvements are proposed do not support any sensitive resources. Additionally, the airport is not included in a local, regional or state habitat conservation plan. The project would not change the operational characteristics of the airport; therefore, the project would not conflict with the requirements of the Migratory Bird Act. No further discussion of local biological planning programs will be discussed in the EIR.

V. Cultural Resources – Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

As previously indicated, the terminal building has been designated as a local historical landmark. The proposed project would not have any direct impacts on the terminal building. The EIR will address potential indirect impacts and the effects of the project on the historical attributes of the building and its environment.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

d) Disturb any human resources, including those interred outside of formal cemeteries?

The project would not be expected to have an impact on archaeological or paleontological resources because the project site is currently developed. However, there is the potential for subsurface resources. Given that the area is currently paved or covered by buildings, this is difficult to determine. Mitigation measures, such as construction monitoring when subsurface work is conducted, will be developed as part of the EIR to address protection of potential archaeological and paleontological resources.

VI. Geology and Soils – Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- **i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issues by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**
- **ii) Strong seismic ground shaking?**
- **iii) Seismic-related ground failure, including liquefaction?**
- **iv) Landslides?**

b) Result in a substantial soil erosion or the loss of topsoil?

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The area of the proposed improvements is relatively flat and is currently covered by an impervious surface. Construction activities would expose the underlying soils; however, the overall area exposed would be limited. Additionally, since the area is currently designed for runoff to drain away from the existing structures, the area would be exposed to limited wind or water erosion. The project site would not be prone to geotechnical constraints such as slope instability or landslides because the site is relatively flat. There are no slopes, either natural or man-made, located within the immediate project area. Based on information in the Long Beach Seismic Safety Element of the General Plan, the site would have a low potential for liquefaction. The EIR will provide an overview of the geotechnical constraints at the airport and how those would be affected by the construction of the proposed improvements.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The project would not rely on septic tanks or alternative waste water disposals systems; therefore, the soils ability to support septic tanks is not applicable.

VII. Hazards and Hazardous Materials – Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The project would not result in a significant hazard from the transport of hazardous materials. The project does not propose the alteration of airport practices regarding the handling of hazardous materials, fueling, or other maintenance or operational procedures. The project would not require the routine transport of any hazardous materials. During construction materials identified as having a hazardous component, such as paints and other construction materials, would be brought to the site; however, handling of these materials in compliance with existing regulations would provide a sufficient safeguard to public safety. No further discussion of this issue will be contained in the EIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Hazardous materials have been located and used on the project site and surrounding uses. The EIR will review and summarize the findings of a hazardous materials government records search identifying location of past spills, leaking tanks, or other potential safety risks. The records search is a radius search of governmental records for Phase I preliminary site assessments. Maps and site-specific detail information identify risk sites by their distance from the project site will be incorporated. Available information on methane gas and subsoil materials will be incorporated into the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?

The project site is not within a quarter-mile of any existing or proposed schools. This issue will not be further discussed in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in a project area?

The project is located at an airport. The project is consistent with the provisions of the airport land use plan, in that it is providing facilities to support the ongoing airport operations. The project does not propose any changes in the number of flights, the flight patterns or the operational procedures at the airport that would result in increased safety hazards offsite. The EIR will not address these safety issues.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The project is not within the vicinity of a private airstrip; therefore, this does not apply.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The project would not alter or interfere with an adopted emergency response plan or emergency evacuation plan. Improvements would be limited to on-airport property and would not alter the access. Access to the project site is off of Lakewood Avenue, which is not designated as an evacuation route. No further discussion of emergency evacuation or response plans will be in the EIR.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The project site is not located in an area subject to wildland fires. The area surrounding the airport is urbanized and the conditions for wildland fires do not exist in close proximity. This issue will not be discussed in the EIR.

VIII. Hydrology and Water Quality – Would the project:

a) Violate any water quality standards or waste discharge requirements?
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite?
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?

The proposed project involves the development of improvements to the LGB terminal. The area proposed for development is currently paved or covered by structures. As a result, the improvements would not result in a substantial increase in impervious soil, which would result in increased runoff. This development would not alter the existing drainage pattern of the site or affect the quality or quantity of the groundwater table.

The project would not result in the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation onsite or offsite. Neither is it anticipated that project implementation would alter the existing drainage pattern of the site or area through the alteration of the course of a stream or river.

The EIR will not discuss these issues related to hydrology.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff?
f) Otherwise substantially degrade water quality?

The drainage system is strictly regulated by City ordinances and by the California Regional Water Quality Control Board. The airport currently is operating under an industrial National

Pollutant Discharge Elimination Systems (NPDES) permit. The project would be held to the requirements of the NPDES permit and would have to implement Best Management Practices (BMPs) in compliance with the permit provisions. The EIR will not discuss these issues further.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

j) Inundation by seiche, tsunami, or mudflow?

The proposed project consists of terminal improvements and does not lie within a 100-year flood hazard area nor would it alter the flood zone. As such, project implementation would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. No structures which would impede or redirect flood flows would be placed within a 100-year flood hazard area because the proposed project does not lie within a 100-year flood hazard area. Additionally, people and structures would not be exposed to a significant risk of loss injury or death involving flooding, including flooding as a result of the failure of a levee or dam. The proposed project does not lie in close proximity to a levee or dam. Neither is there a risk of inundation by seiche, tsunami or mudflow; therefore, no impact is expected. These issues will not be addressed in the EIR.

IX. Land Use and Planning – Would the project:

a) Physically divide an established community?

The proposed improvements would occur on the airport property and would not result in modifications to land uses offsite. The project would not physically divide any established communities because all improvements would be limited to airport property. The EIR will not include any further discussion of physical impacts on an established community.

b) Conflict with any applicable land use plans, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The EIR will document existing land uses on and surrounding the airport. The EIR will evaluate the consistency of the project with the applicable policies in the *Long Beach General Plan* and the applicable Planned Development zoning designation. At a minimum, the Land Use Element, Noise Element, Open Space Element, and Public Safety Element will be evaluated. In addition to applicable goals and policies from the General Plan, the analyses would include applicable planning policies identified in regional planning documents, such as the *Regional Comprehensive Plan and Guide* and *Regional Transportation Plan* that will need to be addressed.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

The project is not located in a reserve area of a habitat conservation plan or natural community conservation plan. The project site and surrounding areas are developed and do not support substantial amounts of sensitive resources.

X. Mineral Resources – Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The California Division of Mines and Geology (CDMG) is the state agency with the responsibility to oversee the management of mineral resources in California. The CDMG considers a site to be significant in regard to mineral commodities if the site can be mined commercially and there must be enough of the resource to be economically viable. There are no such resources on site. There would be no significant impacts to mineral resources from the proposed Project. The EIR will not address impacts to mineral resources.

XI. Noise – Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project would not be expected to have a significant impact on the noise environment because it does not propose changes in the number of flights, the type of aircraft used, or the operational procedures at the airport. However, EIR will document the existing noise environment and the future noise environment with and without the project. This analysis will use noise data collected at the LGB noise monitoring stations to establish existing cumulative CNEL noise levels and representative single event noise levels. The evaluation will also utilize the maximum CNEL contours permitted by current City regulations. The EIR will explain the noise budget that operates at LGB. The EIR will also address short-term construction noise associated with the proposed improvements. The LGB noise budget serves as a mitigation measure.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The project does not propose changes to the operations at LGB; therefore, it would not result in excessive groundborne vibration during operation. However, there is the potential for construction noise and vibration. The project is not in the vicinity of a private airstrip. As indicated above, the EIR will address the noise environment surrounding the airport facility.

XII. Population and Housing – Would the project:

a) **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?**

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The Project would not result in substantial growth inducing impacts or result in changes in population projections for the project study area. The improvements proposed at LGB are designed to serve the approved flight levels at the airport. It would not result in increased flight levels or employment levels that would result in an increased demand for housing in the area. Improvements would occur on airport property so there would not be any displacement of existing housing to permit the terminal area improvements. Therefore, there would be no need for construction of replacement housing. Additionally, the project would not change the noise budget for LGB resulting in potential displacement of housing to achieve noise/land use compatibility. No further discussion of population or housing is proposed in the SEIR.

XIII. Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
Fire protection?
Police protection?
Other public facilities?

The project would not be expected to substantially increase the demand for fire and police services. However, this issue will be addressed in the EIR. The EIR will document the anticipated change in emergency response times and need for additional services as a result of the proposed terminal improvements.

The project would result in additional maintenance responsibilities for the airport because of the increased size of the facilities; however, this would not be expected to be a significant increase and the additional cost associated with maintenance would be covered through the use of airport fees. City General Funds would not be used to provide maintenance of airport facilities. No further discussion of increased maintenance demand will be addressed in the EIR.

Schools?
Parks?

The proposed terminal improvements would not result in an increase in demand for schools and parks. The project would not result in an increase in population or other characteristics that would increase the demand for these facilities. Since the project would not change the number of flights, the type of aircraft, or the operational procedures at the airport, there would not be any increase in noise from the airport and the associated indirect impact to parks and schools.

XIV. Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The project would not generate any increase in population or provide development that would result in increased usage of existing neighborhood and regional parks. There would not be any physical deterioration to existing recreation facilities due to the project. This issue will not be discussed in the EIR.

XV. Transportation/Traffic – Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

c) Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks?

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

e) Result in inadequate emergency access?

f) Result in inadequate parking capacity?

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The EIR will address the potential traffic impacts associated with the project. The evaluation will compare existing and future conditions with and without the terminal improvements. The analysis will include peak hour trip distribution patterns of the proposed airport terminal improvements project based on likely origins and destinations of passengers and employees. The evaluation will also include a freeway link analysis. Additionally, the future conditions evaluation will take into consideration traffic generated by other proposed projects in the study area.

The EIR will include an evaluation of parking requirements and how the project and alternatives address them. Zoning will be the basis for determining the applicable parking requirements.

XVI. Utilities and Service Systems – Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g) Comply with federal, state, and local statutes and regulations related to solid waste?

The proposed project would require the City to coordinate with the various service and utility providers prior to the initiation of construction. However, existing capacity would be sufficient to serve the new terminal facilities. The airport recently upgraded their electrical system to provide the level of service required for TSA activities. The terminal improvements would be constructed in an area currently covered with impermeable service; therefore, the amount of runoff generated from the site would not substantially increase. As a result, the existing storm drain system would be adequate. No further evaluation of utilities and service systems is required in the EIR.

Mandatory Findings of Significance

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The project has the potential of having significant effects directly and indirectly on human beings. It is anticipated that there would be significant construction air quality impacts. The EIR will evaluate the potential cumulative impacts associated with other projects in the study area.